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INFORMATION REPORT

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DATE OF INFO

SUPPLEMENT REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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Work on a large KVP construction project was started near Strausberg. In early January 1954, sources learned that the Berlin Regional Railroad Headquarters is in charge of the construction of railroad facilities for this project. A sum of 11.8 million eastmarks has been allocated for the first quarter of 1954.¹

2. In early January, [] a railroad connection is planned to be built from Strausberg to the former airfield. It is planned to build a new freight station in the vicinity of the municipal hospital on the Strausberg-Klosterdorf road, adjacent to the airfield area. The freight station is scheduled to be provided with the following trackage:

25X1

2 tracks, 200 m. long each;

1 arrival and departure track, 650 m. long;

2 sidings;

1 locomotive through-track; and

1 loading track, 200 m. long with a loading ramp and a freight shed.

25X1

This freight station will have railroad connection to the airfield area.¹

3. It is planned to extend the elevated train line which now terminates at Vorstadt-Strausberg as far as Strausberg. This extension is to be double-tracked. Surveying work on the project was started on 12 December 1953.¹

4. The Ruednitz marshaling yard which was completely dismantled after the end of the war is scheduled to be reconstructed on a small scale in 1954.²

5. It was expected that the double-tracking of the Grossbeeren-Justerbog railroad line would be completed in early 1954. Progress of construction work was delayed by the shortage of materials.³

6. On 17 December 1953, the Soviet Transportation Control Headquarters ordered that the sub-loading ramp at the Buch railroad station be repaired.⁴

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- 2 -

25X1

7. In December, [] rails from the USSR arrived in the Schwerin 25X1 railroad district for installation in 1954. Old rails on the Berlin-Schwarze railroad line had to be replaced by new material, in particular in the Ludwigs-lust area. A total of 12 carloads of rails has already been shipped to Grabow. Sizeable quantities of rails also arrived in the Wittenberge area. A total of 34,925 m. of new rails are scheduled to be laid in the area of the Wittenberge subdistrict office, in the course of 1954. About 40 percent of the rails required have already been furnished. The Soviet rails delivered have the following measurements: length, 9 - 12.5 m; height, 152 mm; width at base, 132 mm; width at head, 70 mm. The rails weigh 50.504 kg per meter. The Soviet-type rails cannot be screwed but must be nailed. The individual rail sections are welded together and then cut into 60-m. units. In early January, [] the allocation earmarked by the Schwerin Regional Railroad Headquarters for the replacement of rails was increased from 1,647,000 eastmarks to 3,291,000 eastmarks.⁵ 25X1
8. [] the railroad bridge over the Neisse River near Muskau was nearing completion in early January.⁶ 25X1
9. In early January, [] the railroad bridge over the Neisse River in Muskau was nearing completion. Ties had already been laid on the bridge. 25X1
10. In early January, [] the following information: 25X1
 - a. Work on the reconstruction of the railroad bridge over the Oder River near Hohenwutzen on the Zehden-Bad Freienwalde railroad line was started in late September 1953. The steel construction for the bridge will be delivered by the Stahlbau Niesky firm. No plans have so far been made for the reconstruction of the road bridge there. []⁷ 25X1
 - b. The reconstruction of the railroad bridge near Zaeckerick was started in May 1953. Construction work is executed by the Reichsbahn-Bau-Union Wahren.⁷ 25X1
 - c. Reconstruction work on the railroad bridge near Muskau is in full swing. The bridge is being reconstructed by the Poles.⁶
 - d. The reconstruction of the railroad bridge in Goerlitz is scheduled to be completed in March 1954. The bridge will have two tracks. The piers for the two last arches were nearing completion on 22 October 1953.⁸
11. An additional west curve is being built on the Nordring Berlin near Birkenwerder. Excavation work for the project is partly completed. The rails had not been laid in early December. 25X1
12. In early December, [] the elevated train line was being extended from the Strausberg elevated train station to the town of Strausberg. For the time being, only one track will be built, but a second track is scheduled to be laid eventually. The new line is also to be used for freight traffic. The new freight station, which is provided with a cart road, 200 m. long, and two loading ramps, is to be built north of Strausberg.¹ 25X1
13. [] a rail breakage occurred every two or three days on the Wittenberg-Ludwigslust railroad line, above all between Grabow and Klein Warnow, where the line is in very poor condition. Rails sufficient for 7.5 km. of trackage arrived in this area in November. These rails are said to have been delivered by the USSR.⁵ 25X1
14. On 5 November, [] the railroad bridge over the Neisse River near Muskau was being reconstructed. Construction sheds [] on the German side of the river. Work was being done on four piers of the bridge.⁵ 25X1

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- 3 -

25X1

15. Prior to November 1953, [] in connection with plans for the reconstruction of the railroad bridge near Neuruednitz, only surveying work for the new bridge piers had been done so far. The old bridge piers cannot be utilized for the new bridge because their spans are too wide. Spans of such a width cannot be manufactured in East Germany. 25X1
16. In early December, [] work on the reconstruction of the railroad bridge over the Oder River and the flood area near Kuestrin had been suspended. The second track to Poland is not yet in operation. The same applies to the four new sidings built at the Kuestrin/Kietz railroad station. In early December lamp poles were being erected along these tracks. 25X1
17. In late December, [] work on the construction of a railroad line between Strausberg-Reichsbahnhof and Strausberg/Stadt was being accelerated. A KVP clothing depot or food ration depot is scheduled to be constructed in the area previously used by the Soviets. The completion date for the construction project is probably 1 March 1954. For the time being, the new KVP installation is to be connected by one track to the Reichsbahnhof Strausberg. The KVP agency supervising construction work is headed by one Major General Wilhelm Mayer. Construction work is executed by the V B Tiefbau, Chausseestrasse, and Bauunion Spree. 25X1
1. [] Comment. This information refers to a KVP construction project which runs under the designation "Aktion ostlich Berlin" and involves the construction of quartering facilities for Berlin KVP Headquarters. Mayer was previously known as being deputy of the Construction and Billeting Department of the KVP. [] 25X1
2. [] Comment. Ruednitz is located on the Berlin-Angermuende railroad line. Information on the planned reconstruction of the Ruednitz marshaling yard is received for the first time. This project was not included in the 1954 railroad construction program. []
3. [] Comment. This refers to the short Luckenwalde-Bietow line section which could not be double-tracked in 1953. [] After completion of this section, the Berlin-Halle railroad line will be double-tracked in its entire length. 25X1
4. [] Comment. Buch is on the Berlin-Angermuende railroad line. The construction project mentioned is only of local importance.
5. [] Comment. Rails of type R 50 have been delivered by the USSR since mid-October 1953. The use of these rails is limited because their profile differs from the standard profile used in Germany. German rails of type S 49 are 15 m long, 148 mm high, 125 mm wide at their base, 67 mm wide at their head, and weigh 49.05 kg per meter. 25X1
6. [] Comment. Information on the reconstruction of this railroad project over the Neisse River was transmitted previously. []
7. [] Comment. The reconstruction of the bridge over the Oder River near Zschockwitz Neu Ruednitz was included in the 1953/1954 reconstruction program. Work on the reconstruction of the bridge has been under way for seven months. [] 25X1
- [] The correctness of the information on the reconstruction of the railroad bridge over the Oder River near Hohenwutzen is doubted, because the project was not included in the reconstruction program. Moreover, the bridge is on a secondary line which terminates near Behden on the eastern bank of the river and is not connected to other railroad lines.

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- 4 -

25X1

On the other hand, [redacted] work on the reconstruction of the road bridge was started in May 1953. [redacted] 25X1

8. [redacted] Comment. Information on the reconstruction of this railroad viaduct over the Weisse River near Goerlitz, which was started in 1952, was transmitted previously. [redacted] 25X1

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9. [redacted] Comment. The second track of this bridge over the Oder River was completed in September 1953. [redacted] 25X1

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